

Listing of Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Claims 1-15. (Canceled)

Claim 16. (New) A unit carrier (1) for a motor vehicle door, with at least one fixing section for a door lock (3) and fixing points for securing the unit carrier to a motor vehicle door, wherein the door lock can be connected to the unit carrier by a lock holding angle (4, 4', 4'') wherein a snap-in connection designed as a detachable clip connection is provided between the lock holding angle (4, 4', 4'') and the unit carrier (1) so that the lock holding angle (4, 4', 4) can be secured to the unit carrier (1) by means of a catch mechanism, wherein the snap-in connection is formed by a plurality of insert openings (6, 7, 8, 9; 6', 7') and at least one lockable plug-in element (10, 11; 10', 11'; 10'') formed on the lock holding angle; and wherein the insert openings (6, 7, 8, 9; 6', 7') are contained in ribs (12, 13; 12', 13') formed on the unit carrier, which ribs are spaced a certain distance apart in the direction of insertion of the plug-in element.

Claim 17. (New) The unit carrier according to Claim 16, wherein the snap-in connection is formed by a plurality of plug-in elements (10, 11; 10', 11') that are formed on the lock holding angle (4, 4') and can be locked in the insert openings.

Claim 18. (New) The unit carrier according to Claim 17, the lock holding angle (4, 4') is of fork- shaped design, wherein a fork-shaped end of the lock holding angle is formed by the plug-in elements (10, 11; 10', 11').

Claim 19. (New) The unit carrier according to Claim 16, wherein at least one snap-in projection (14, 15; 14', 15'; 14'') that can be deflected by spring elasticity is formed on the at least one plug-in element (10, 11; 10', 11', 10'').

Claim 20. (New) The unit carrier according to Claim 19, wherein the plug-in element (10, 11) is of a catwalk-shaped design, wherein the snap-in projection (14, 15) has a pressure face (16) that is inclined in the direction of insertion and runs obliquely to the catwalk-shaped outer surface of the plug-in

element (10, 11), and a stop surface (17) that runs essentially perpendicularly to the catwalk-shaped outer surface of the plug-in element.

Claim 21. (New) The unit carrier according to Claim 19, wherein the plug-in element (10', 11') is of a catwalk-shaped design, wherein the snap-in projection (14') has a pressure face (16') that is inclined in the direction of insertion and runs obliquely to the catwalk-shaped outer surface of the plug-in element, and a stop face (17') that runs obliquely to the catwalk-shaped outer surface of the plug-in element, wherein the stop face (17') has a greater inclination to the catwalk-shaped outer surface of the plug-in element than the pressure face (16') and is inclined so that it is opposed to the direction of insertion.

Claim 22. (New) The unit carrier according to Claim 16, wherein the lock holding angle (4, 4') is rigidly connected to the door lock (3).

Claim 23. (New) The unit carrier according to Claim 16, wherein the lock holding angle (4, 4', 4'') is designed integrally with a cover (5) that can be connected to, in particular locked to the door lock (3).

Claim 24. (New) The unit carrier according to Claim 16, wherein the lock holding angle (4, 4', 4'') is designed integrally with a housing of the door lock (3).

Claim 25. (New) The unit carrier according to Claim 16, wherein it consists at least partially of plastic manufactured in the injection moulding-foaming process.